

Central Business District Urban Renewal Project Mass. R-82

Early Land Program

LAND USE AND BUILDING REQUIREMENTS

DISPOSITION PARCELS

I. INTRODUCTION

As part of the early land activities proposed by the Boston Redevelopment Authority, certain parcels shown on the attached Land Disposition Map will be available for disposition by the Authority. It is the intent of the Authority to dispose of these properties subject to the following land use and building requirements.

II. PARCELS 1 AND 2

A. Subarea Planning Objectives

Parcels 1 and 2 lie within the Upper Washington Street Subarea. This subarea is characterized by a mixture of obsolete office structures and surface parking lots interspersed with major historic buildings and some sound office buildings. The streets are narrow and form many awkward intersections. The major design objectives are to provide concentrated development so as to enclose the street and confirm the subarea's urban character; and, furthermore, to enhance the setting for historic buildings and, where appropriate, to provide public open space. The two major planning objectives are first, the improvement of traffic and secondly, the sponsoring of new commercial development. New commercial development on these parcels will add economic strength to the district and to the city's tax base.

B. Land Use Controls

Parcel 1

Permitted Uses: Commercial use meaning to include uses permitted in the "B" zone in the City of Boston Zoning Ordinance.

Building Requirements: The development of this parcel shall be required and the developer thereof shall be obligated as



part of a land disposition agreement to be entered into with the Authority to construct the improvements within a stated time schedule in accordance with the land use controls and building requirements set forth herein and such further controls and requirements as may be established by the Authority at the time of disposition.

Floor-Area Ratio: Minimum - 3; not to exceed 6.

Access: No vehicular access from School Street; no truck loading from School Street.

Easements: The Authority may reserve easements as necessary or desirable for utilities or pedestrian walkways through the parcel.

Design Review: Site plans, plans and elevations of buildings and building specifications shall be subject to design review and approval of the Boston Redevelopment Authority. In addition, the Authority, at the time of disposition, shall establish suitable controls relative to height, set-back, pedestrian easements, signs, landscaping, and related matters.

Parcel 2

Permitted Uses: Commercial use meaning to include those uses permitted in the "B" zone of the Boston Zoning Code.

Building Requirements: The development of this parcel shall be required and the developer thereof shall be obligated as part of a land disposition agreement to be entered into with the Authority to construct the improvements within a stated time schedule in accordance with the land use controls and building requirements set forth herein and such further controls and requirements as may be established by the Authority at the time of disposition.

Floor-Area Ratio: Minimum - 3; not to exceed 10.

Vehicular Access: Non permitted from Washington Street.

Easements: The Authority may reserve easements as necessary or desirable for utilities or pedestrian walkways through the parcel.



Design Review: Site plans, plans and elevations of buildings, and building specifications shall be subject to design review and approval of the Authority. In addition, the Authority, at the time of disposition, shall establish suitable controls relative to height, set-back, pedestrian easements, signs, landscaping, and related matters.

### III. SOUTH STATION

#### A. Subarea Planning Objectives

By its critical location, the South Station area lends itself to a very intensive economic use as well as the provision of a large parking garage. A combination of commercial and parking uses should be such that it will add significantly to the economy of the downtown area and have a favorable impact on the adjacent retail and financial districts.

The South Station is a major site within the Central Business District, although historically it has been somewhat separated from that district by reason of the intervening major traffic streets. A major objective of the Central Business District development program is to tie together the South Station area and the adjacent retail and financial districts. Thus, the construction of a major pedestrian overpass at Dewey Square leading from the South Station to Summer and Federal Streets, the provision of special "minibus" transportation, and other measures designed to link the South Station with the Central Business District will be made part of the Central Business District Project.

The South Station presents an unusual design opportunity, not only to create a major development in and of itself, but also to relate this development to the adjacent areas. The Authority has not endeavored to establish any rigid design controls, but rather intends to give developers the maximum flexibility in submitting their design proposals. All design proposals, however, will be subject to Authority review, comment and approval. Major design considerations include the provision of adequate and well-designed space for pedestrian circulation, the relation of the garage to the commercial parcels and the relation of both of these to Summer and Federal Streets, the visual opportunity presented by the adjacency of the Fort Point Channel and the harbor as well as by the location of the property in relation to the expressway and highway systems.



B. Land Use Controls

Permitted Uses: General commercial meaning to include all uses permitted under the "B" zone of the Boston Zoning Ordinance; transportation uses including railroad, bus terminal, heliport, and uses ancillary to those functions, trucking and warehousing uses.

Building Requirements: The development of this parcel shall be required and the developer thereof shall be obligated as part of a land disposition agreement to be entered into with the Authority to construct the improvements within a stated time schedule in accordance with the land use controls and building requirements set forth herein and such further controls and requirements as may be established by the Authority at the time of disposition.

Required Use: A garage with minimum capacity of 3500 car spaces, open to public use.

Floor-Area Ratio: Not to exceed 10.

Vehicular Access: Direct garage connection to Mass. Turnpike Extension Expressway. Other access requirements to be determined at time of disposition.

Easements: The Authority may reserve easements as necessary or desirable for utilities or pedestrian walkways through the parcel. In addition, space in the area will be reserved as may be necessary for use for railroad purposes. This will include tracks, platforms, baggage storage and a waiting room.

Design Review: Site plans, plans and elevations of buildings, and building specifications shall be subject to design review and approval of the Authority. In addition, the Authority, at the time of disposition, shall establish suitable controls relative to height, set-back, pedestrian easements, signs, landscaping, and related matters. For the purpose of promoting the most desirable development of this site, it may be appropriate to subdivide the parcel. In this event the disposition of each subparcel shall be subject to the applicable controls and requirements set forth herein and in addition shall be subject to such additional controls and requirements that the Authority deems to be suitable for the orderly and consistent development thereof.



MEMORANDUM

October 14, 1965

TO: Boston Redevelopment Authority

FROM: Edward J. Logue, Development Administrator

SUBJECT: Central Business District Disposition Controls

The next step following upon Authority approval of the Early Land Acquisition Program for the Central Business District is its transmission to the City Council for its consideration. As part of their consideration, it is appropriate for the Council to consider the appropriate re-use of land which may be made available for new development in connection with this program as well as the building controls and requirements which may appropriately be placed upon such land.

In addition to the South Station area there are two other land areas which can be made available for a new development as a result of the Early Land Program. These lie at the corner of Franklin and Washington, and School and Washington Streets and are commercial-use parcels which can be suitably developed as part of the downtown retail and commercial district.

There is attached for the Authority's consideration a statement of land use and building controls for these parcels as well as for the South Station property. The controls provide the maximum amount of flexibility in order that developers not be unduly restricted in their selection or arrangement of uses.

Approval of these land uses and building requirements does not prejudice or limit in any way the Authority's ability to select developers in each case in the manner it deems most suitable. It will, however, enable the appropriate framework of controls to be considered by the City Council so the Authority may have the necessary authorization to proceed with the South Station and other developments as soon as practicable.

Attached is an appropriate vote.



